

Celebrate  
the Fourth  
in Oregon  
on  
Saturday,  
July 3d.

# The Holt County Sentinel.

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51ST YEAR.

OREGON, MISSOURI, FRIDAY, JUNE 25, 1915.

NUMBER 8.

## Death of "Esquire" Lacey.

The roll has been called, and another of the old and dearly beloved citizens, and veterans of the great civil strife has answered, "Here am I." George W. Lacey, who for nearly fifty years has been an honored citizen among us, died at Hot Springs, Ark., on Tuesday of last week, June 15, in the 51st year of his age. He was in every way the ideal citizen, a devoted husband and indulgent parent.

He was intensely patriotic, and belonged to the old guard of Republicanism that voted for John C. Fremont in 1856, and never deserted his party ranks. He answered his country's call during the civil war, and served in the 12th Ohio Cavalry, and was honorably discharged in 1865 at Nashville, Tenn. For 12 years he had been a member of the M. E. church, and 23 years a class leader, and lived and died the consistent Christian man.

He was born near Zanesville, Ohio, September 15, 1834. At the age of 8 years, he, with his parents removed to Hocking, now Vinton county, Ohio, where he grew to manhood on the farm. On January 11, 1855, he married Mary Jane Patterson, who died March 2, 1911. There were six children by this marriage, four of whom survive; these are: Elizabeth Conway, of Graham; E. Florence Hedden, of Lincoln, Neb.; Rev. Ulysses G. of Ellsworth, Wis., and John P., of Oregon.

In the fall of 1907, Mr. Lacey came to Holt county, and located on a farm in Whig Valley, and conducted his farm until 1902, when he and wife went to Maitland and entered upon a quiet, retired life.

Mr. Lacey went to the Hot Springs some ten weeks ago, in the hope that his health might be benefited, but his advanced years and the attendant infirmities were such that he had to lay himself down and take that sleep that knows no waking.

On Monday, the 14th inst., his son, John, received word that his father was rapidly sinking, and he left at once for Hot Springs, and as his father died early Tuesday morning, he did not arrive until a few hours after dissolution.

The body was prepared for shipment, and accompanied by his son was brought to Maitland, where funeral services were held from the M. E. church, and conducted by an old friend, Rev. J. H. Thompson, of St. Joseph.

For forty years he held the position of justice of the peace of Clay township, and held this position up to within a year of his death, when by reason of failing health he resigned the position.

All his children attended the funeral, excepting Mrs. Scott Conway, of Graham, who was too ill to attend.

## Death of Ex-Congressman.

Former Congressman William S. Cowherd of Missouri, died at Pasadena, California, Sunday, June 20, of an aneurism, after an illness of six months. He went to California last January from Kansas City, Mo. He was 55 years old.

The burial will take place in his old home at Lees Summit, Mo., and funeral ceremonies will be held in Kansas City. He is survived by a widow.

William S. Cowherd was elected mayor of Kansas City at 32 years of age, and served four terms as congressman from the Fifth Missouri district. Since 1884, when he held his first public office, Cowherd has been considered a Democratic leader in Missouri politics.

Cowherd was born in Jackson county and was a resident of Missouri all his life. He graduated from the law school of the University of Missouri in 1881, and from that time until last year his time was divided between politics and the practice of law.

The last political race made by Cowherd was for governor of Missouri in 1908. He was defeated by a small majority by Herbert S. Hadley.

## Dr. Jordan's Prophecy.

Dr. David Starr Jordan predicts that complete exhaustion of all beligerent powers will end the war and bring the downfall of militarism within five months. He says the treaty of peace will not settle anything. War never does. The people of Europe will make another war impossible.

Armaments will be reduced. No nation can keep up the pace maintained during the rivalry from 1898 to 1915. The treaty of peace will come, not through victory, but through utter distress. When every house is a house of mourning we will have peace.

Is Dr. Jordan a prophet? He paints

a terrible picture, and yet there are others who see much as he does. The London Economist, which voices the sentiment of financial England, has replied to Sir Edward Grey's speech in which he declared the purpose of Great Britain to fight on until Germany's military power is crushed. The Economist says:

"The time may come before long when it will be possible to consult the dictates of humanity and at the same time secure the objects indicated by Sir Edward Grey. If such an opportunity is lost, the war will go on forever. It will end in revolutionary chaos, beginning no one can say where and ending in no one can say what."

Dr. Jordan says the people of Europe will make another war impossible. The Economist is afraid of revolutionary chaos. They are both talking about the same thing—the time when the people, those who bear the great burden of war, will rise against its horrors. Is it an idle dream to say that this great, useless conflict will in the end have one benefit for mankind?

If it results in teaching the people of Europe that all power rests in them the conflict will bring at least one compensation.

## Talking Paving.

It will be remembered that this paper a few weeks ago mentioned the fact that the city council secured the services of Mr. Roy Leslie, a civil engineer of St. Joseph, to make survey, and establish grades of several of the streets of our city. We understand Mr. Leslie has completed the plans and grades of these streets and submitted the same to the board, which the board has adopted, with the view of paving these streets. Mr. Leslie also submitted estimates of cost of the various kinds of paving, and we understand they have about agreed upon the character of paving to be used, and are waiting for the mayor to call the board together to take some definite action. This they expect the mayor to do, as soon as he can get time, having had important business to call him to St. Louis and other places.

We understand the council hopes to take the necessary steps in the course of the coming week, looking to the paving of Main street to Nodaway, and Nodaway and Missouri streets to Washington; Washington street from Missouri to the depot. This street, however, is proposed to be paved full width from Missouri to George street, and 30 feet from George to the depot.

The SENTINEL would like to see the center of Washington street parked from George street to the depot, and the paving on either side of the parking.

## Cupid's Captives.

A quiet, but beautiful wedding took place at the Lutheran parsonage Wednesday morning, June 16, 1915, at ten o'clock, when Miss Reka Kramer and Mr. Clemence Peters were united in marriage by Rev. H. Wein.

The wedding was a simple service and was witnessed only by Miss Tena Kramer, a sister of the bride, and Mr. Arthur Peters, a brother of the groom.

The bride was daintily gowned in a costume of white net and lace with trimmings of blue and pink chiffon, rose buds, and carried a shower of bride's roses and carnations. The groom wore navy blue serge.

The bride is especially popular in her circle, and while they regret her leaving them they are reconciled to the thought that she is now as happy as one can well be.

The groom is a promising young man of sterling qualities and is in the employ of Schooler Bros. at Fairfax. They are among the very best of our young people and know full well the meaning and responsibilities that come to them by reason of the marriage vow, and our word for it they are a pair that will make good every way as they go heart to heart, hand in hand down life's pathway together.

Following the ceremony they were driven to Bigelow by Mr. Homer Browning where they took the noon train for a few days' honeymoon to St. Joseph and Kansas City. Upon their return to Corning they will pack their effects and hie away to Fairfax where they will begin life together, and the groom will find in that wife a true help mate in the broadest and most comprehensible sense.

The Mirror, together with a multitude of admiring friends, takes pleasure in wishing this worthy young couple a happy journey through life.

—Corning, Mo., Mirror, June 18, 1915

—Miss Kate Barbour was called to Fairfax Friday, last, by the death of her cousin, Wm. Holloway.

## The Thursday Rain.

The heavy rainfall of Thursday of last week, June 17, measured 2.10 inches; it was the heaviest 24-hour fall that we have had since June 7, 1908, when the 24-hour fall was 2.89 inches. The monthly fall for June that year was 12.05 inches. The rainfall at Mound City on Thursday was 2.05 inches. The total rainfall for June thus far including the 22d was 4.21 inches.

The Forest City creek near the mill backed up and put the water down on the A. D. Taylor place, and over the depot platform, and it extended up to the rear door of the Speer & Thornhill store; it swept across the park and over the Dan. Jamison and Erickson places; it was never before known to be so high from this cause, and it is said by many that Kimsey was never so high before.

The water was so high in the Big Tark canal that it went over the levee at the Nabor place, and it broke Saturday at the Jno. A. Buck place on the north side of the ditch, which caused the water to go into Corning, and is two to three feet deep in the southeast part of town, extending up Main street, and a perfect sea of water extended to the bluff. Jno. A. Buck, John Stalp, Wilson Brothers, Gus Voltmer, F. W. Walter and others are heavy losers by the inundation of their crops.

Train service on the Tarkio Valley has been suspended, the track on the county line being three feet under water.

A heavy rain at Westboro, Sunday, will only add to the volume of water over Corning on Sunday.

The Nodaway again got out, and flooded much of the low lands, covering many acres of corn which had been replanted.

The McCoy wheat fields and others are under water from the overflow of Squaw Creek and the Porter branch.

The Missouri river is still quite high, after the rain of the 17th. It went up to 21 feet of the danger line—being 10 feet above the low water line.

The digging of the Squaw Creek drainage canal, and the making of a lateral to relieve Davis Creek of its flood tides from rains, which carried its large volume of water from sudden overflows, has proven of lasting benefit to our sister town of Mound City.

It used to be a regular habit every few years with the coming of June to record the fact that old Davis creek "was full," and was on its regular periodical tear, but this is now all changed, and old Davis creek now flows along, carrying its water along to Squaw Creek with the placidness of a com.

Many of the older citizens will remember the Davis Creek floods of June 20, 1880; June 10, 1883; June 20, 1885; June 27, 1888; June 7, 1891; June 5, 1896. June 4, 1900, was the date of the great water spout. The greatest flood from Davis Creek occurred June 4, 1901, when the property damage was estimated at \$12,000. The last serious overflow of Davis Creek occurred June 2, 1903.

The digging of this lateral was one of the most fortunate things that ever came to our sister city. In those days every citizen dreaded the coming of the month of "Roses," and called it a misnomer, for it really meant the baptism of the lower part of the town, and the recalking of their boats.

## The Man Behind.

Most people know how to walk but not where.

The good part of puddings is in the eating. The bad part of jams is in the walking.

A vehicle is compelled to keep to the right. If all pedestrians would do the same, walking would be less of a problem and more of a pleasure.

It is the man behind who suffers most of the annoyances of life. The man behind a hat at a theatre doesn't enjoy the whole show. The man behind a fellow on a sidewalk doesn't have half a show.

People are judged by their deportment in doors. They also should be judged by their behavior out of doors. The man who imagines he is a three-masted schooner sailing over a cement sea, and who tracks across your course as you attempt to make headway is an obstruction to navigation. He should be removed.

The woman who manages to be on the left side of the street directly ahead of you when you are running for the doctor is the same one who is directly on the right side of the street when you are hurrying to get in your rig.

"Always in the Way" is the most popular song ever written. Too many people try to act it out on the busy

thoroughfares of their city.

It is an excellent thing to know where you are going and to head definitely for that place. The man behind you probably knows where he is bound for and it will save time and trouble to let him get there on schedule.

Men and women who walk in droves, monopolizing the sidewalks, will be found blocking the entrance to the Pearly Gates—if they ever get there.

For the sake of expedition in travel by foot it is well to consider the rights of the man behind. Let him pass if he is a gentleman. You won't have to go to that trouble if he isn't a gentleman—he'll push you out of the way.

Keep to the right. Walk and don't drift. Help the city to move forward and earn the thanks of your own conscience—and the man behind.

## A Game of Dicking

Reports from Rome are to the effect that Bulgaria's entry into the war on the side of the allies is a practical certainty. These reports may spring from hope inspired by desire, but they call attention to Bulgaria's positions and aspirations.

Bulgaria has two ambitions—one to regain Macedonia, and the other to move back its Turkish boundary. The first runs counter to Serbia, which got a large part of Macedonia after the second Balkan war. If Bulgaria remains neutral, and Germany and Austria win, Serbia will be required to give up her part of Macedonia. But the allies are said to be promising Bulgaria that if they win, Serbia will give up this territory and receive portions of Austria as compensation.

The attitude of Bulgaria is of vital importance to the allies, for that Balkan nation holds the key to an important door to Constantinople. Bulgarian territory is needed for moving troops toward the Turkish capital. That is why the allies are so anxious to have Bulgaria enter the conflict on their side, and that is the reason for promises made concerning Macedonia.

At present Bulgaria is ruled by a liberal cabinet, which a policy of neutrality. But national aspirations are kept foremost, and close observers say the cabinet will decide for the course that promises greatest results. Bulgaria's desire for Macedonia is greater than her ambition to regain Adrianople, denied her by the powers after the second Balkan war.

It is a game of dicking on a large scale. Serbia would be willing to part with Macedonia to gain Bosnia and Herzegovina, but she wants those Austrian possessions before she gives up any portion of what she has.

## A Staggering Lesson.

Do the boys of the world know what has happened in Europe?

Have they been told?

France prohibited the use of absinthe.

Absinthe has been prohibited in Egypt.

Russia prohibited the drinking of vodka.

The man who is directing the armies of Great Britain has abolished whiskey in his household.

There is now serious thought of prohibiting the use of intoxicants in Great Britain.

Why? Europe is in convulsion. Twenty million men are under arms. They are in the throes of a war struggle with the very life of some of the nations at stake.

The directing heads of the operations want men who are in the fullness of highest efficiency. A break of men here, or a weakening of men there may bring catastrophe. It may lose the conflict.

So, the orders go out to stop the drinking of strong liquors. Battles cannot be won by drunks. The great guns cannot be directed, trenches cannot be held, the greatest issue of battle cannot be turned to their favor, by men whose brains are sodden with whiskey.

The biggest fact of the war is this conservation of the powers of the fighting men. The staggering lessons of the conflict are the amazing measures against drinking.

If drunken soldiers cannot fight, how can drunken men win in the great struggle of life?

If the fighters must have cool heads, clear brains and steady hands on the firing line, how can they win without them in the far-flung trenches, amid the din and smoke and noise of the conflict for human survival?

The boys of this world never had the grim truth of sobriety brought home to them so perfectly and so appallingly.

Nor are the men of the world less to be warned by these unprecedented events over the seas.

## Worth Knowing.

It was the diving bell that first suggested the idea of the submarine boat. The first submarine on record was constructed in the seventeenth century by a Dutchman named Cornelius Drebbel. She was propelled by oars and was tried in the Thames. The occupants of the boat were enabled to remain submerged by means of a composition of a liquid which restored vitality to the air when it became unfit for respiration. The secret of the composition was lost. Several other attempts were made between that time and 1800, when Robert Fulton, an American, constructed a boat in France and by the use of compressed air for respiration remained four hours under water in the river Seine, propelling the boat in any direction. The modern submarines have now attained a stage of perfection which makes them a formidable force in naval warfare. They range from 65 to 200 tons and over in displacement and are equipped with most modern and approved machinery.

The seven Bibles of the world are the Koran of the Mohammedans, the Eddas of the Scandinavians, the T'ing Pitikes of the Buddhists, the Five Kings of the Chinese, the Three Vedas of the Hindus, the Zendavesta and the Scriptures of the Christians. The Koran is the most recent of these seven Bibles, and not older than the seventh century of our era. It is a compound of quotations from the Old and New Testaments, the Talmud and the Gospel of St. Barnabas. The Eddas of the Scandinavians were first published in the fourteenth century. The Pitikes of the Buddhists contain sublime morals and pure aspirations, and their author lived and died in the sixth century before Christ. There is nothing of excellence in these sacred books not found in our Bible.

How many male and female ancestors were required to bring you into the world? First, it was necessary that you should have a father and mother. That makes two human beings. Each of them must have had a father and mother. That makes four human beings. Again, each of them must have had a father, making eight more human beings. Soon we go back to the time of Jesus Christ, fifty-six generations. The calculation thus resulting shows that 139,235,017,489,534,976 births must have taken place to bring you into this world—you who read these lines! All since the birth of Christ—not since the beginning of time.

## Money on the Farm.

The report of the Federal Crop Reporting Board, made public forecasts a billion bushel wheat crop for the United States this year. This includes estimates on both winter and spring wheat. These estimates are based on the condition of the growing crop on June 1. The estimate, to be exact, is for 950,000,000 bushels, but as conditions in all sections, since June 1 have improved the prospect, the report may be fairly said to mean a total wheat crop of 1,000,000,000 bushels.

Such a crop will break all world records. Last year the total in the United States was 891,000,000 bushels. The winter crop during the first half of May showed some signs of deterioration from chinch bugs, but the heavy and general rains during the latter half of the month ended that danger, and the spring wheat crop has come through the growing season without menace of any kind.

The great increase in yield is due to weather conditions and to a great increase in acreage, which is explained by the continuance of the war in Europe and the high prices prevailing, which are expected to go higher still. Probably the same reason accounts for such an increase in the acreage of oats that, favored by excellent growing weather, the country has this year raised and oat crop of hundreds of thousands of bushels above the billion mark. That this is to be a profitable year for the industrious and intelligent farmer seems to be already proved.

## The Law of The Sea.

The discussion of the Lusitania disaster in the British house of commons shows that the law of seas draws very fine lines. There was criticism of the admiralty for not having furnished a convoy of warships. Mr. Churchill replied that there were not enough war crafts to convoy all the merchant vessels arriving daily.

This statement is explained by the fact that if the Lusitania had been convoyed, even by a couple of torpedo boats, the submarine was authorized under the law of the sea to treat her exactly as though she were a warship. This has always been the

case, and it is suggested that the British admiralty thought it wiser not to convoy the Lusitania for this specific reason.

There is another finely drawn rule. Had the submarine given thirty minutes' warning to crew and passengers of the big Cunarder, the exploit of sinking her would have been legal under established international law, and probably would have gone down in history as one of the most brilliant in the annals of naval warfare.

One of the most famous British authorities recently said: "International law has broken down. It will come up again, but now it is in ruins. I have written to our English cabinet, dissenting from their policy in many cases."

President Wilson is doing his utmost to secure observance of the law of the sea as to Americans and American commerce. At present our greatest contention is with Germany, but we have had similar, though less aggravated, contentions with the allies. No president ever had a more difficult task—the preservation of our rights as a neutral without resort to bloodshed.

## The Submarine.

Milford Lake, inventor of the even keel type of submarine, says this undercraft may yet win the war for Germany. Commenting on the Lusitania's fate, he says:

Each submarine attack, while horrible, proves the contention that the submarine will prove the greatest peace agent that science has produced—and submarines may yet win the war for Germany. If the war continues two years, and Germany holds its land frontiers, its submarines will be able to dictate the terms of peace. It has the capacity to build sufficient submarines to make effective Admiral Tirpitz's threat to establish a submarine blockade of all English ports.

This statement comes from a man who may magnify the submarine's importance, but it undoubtedly reflects German opinion concerning the war value of this marine monster. It has already played a conspicuous part in the present conflict and the scope of its destructive activities is as yet unknown.

Mr. Lake has touched upon an important phase of the war. If Germany thinks as he does, it will be difficult for the Kaiser's government to agree to muzzle its submarines so far as merchant ships are concerned.

Germany is practically shut off from trade with other nations by the allies' superior naval strength. Germany, in turn, is using the submarine in an effort to isolate the British Isles.

It is because of Germany's necessities on the sea that the submarine has raised the most serious international question this country has had in many years.

## Per Ton Mile.

The unit by which hauling costs are measured is the ton mile. On a poor highway the cost of hauling one ton one mile varies from twenty to thirty-five cents.

When a bad market road is improved the cost of hauling is reduced from two to ten cents per ton mile.

Taking the average reduction of five cents per ton the annual saving per mile in hauling costs in a year of 300 days on ten tons per day would be \$150, or five per cent interest on \$3,000.

On ten thousand tons per day the total saved per mile in a year would amount to \$150,000, or interest, at the rate of five per cent, on \$3,000,000.

The above figures, compiled by the United States Department of Agriculture, furnish the strongest argument in favor of the economic value of good roads.

It is a saving in which everyone in the community shares. The producer receives his portion as well as the consumer.

If the figures are applied to the traffic on the Holt county roads which it is proposed to have it can be quickly seen that the proposition is that it is the freedom to hard surface the main roads of the county.

The cost would soon be the saving of operating expenses.

Not only would there be a saving of transportation but would be a great reduction in the cost of maintenance. At present the keep of the 70 miles of highway involved is \$70,000 annually.

When the roads are paved there will be no maintenance charge for 10 years.

The interest charge on the proposed bond issue of \$1,250,000 at 5 per cent would be \$62,500.

There would be a net saving of \$7,500 per year.

—Miss Nell Frye, of Bond Parkville, and teaming her at the close of which she is a member of our High school.